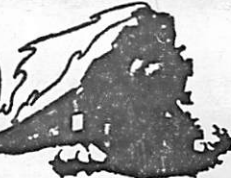


HEBER CREEPER

P.O. BOX 69, HEBER CITY, UTAH 84032

PHONE: (801) 654-2621



HEBER CREEPER

P. O. BOX 69, HEBER CITY, UTAH 84032

PHONE: (801) 654-2621

August 20, 1975

We have been contact
he has in Antonito C
firm in Denver by pr
joined partnership w
property in a busine
and perhaps a motel
and the pending boom
Cumbres and Toltec.
to Antonito, and the
approximately 1/2 mile
completed, and a tre
the partnership was
pass health standard
this input killed th
owner of the land ha
per day, per car unt
partnership agreemen
Mr. McChesney may ha

Mr. McChesney's first
retarded daughter.
formerly from Salt I
His experience in th
condition, and his r

He has a deep love
Preferably in a mobi
He has seen out tra
extremely excited al
night club/restaurant
urgency for an imme
ours, they might be
present Night Train
or less than the mo
Heber Valley even w

Three cars, all ex-l
Asbury Avenue, Auro
see drawings of car

A special Board of Directors Meeting will
be held Saturday, August 23, 1975 at 10:00 A.M.
at the offices of Ashton Oil.

Agenda:

1. Position to take on Museum Demand.
2. Update on Park City.
3. Cars we would like to buy in Colorado.

THE IRON HORSE TRAIL THROUGH THE ALPS OF AMERICA

THE IRON HORSE TRAIL THROUGH THE ALPS OF AMERICA

Apparent Condition: All cars looked good to me. I think the Timkin-roller bearings are as good as the ones on the Diner currently. The exteriors need paint, but the rust is surface and the basic metal condition is as good as ours were at the time of arrival.

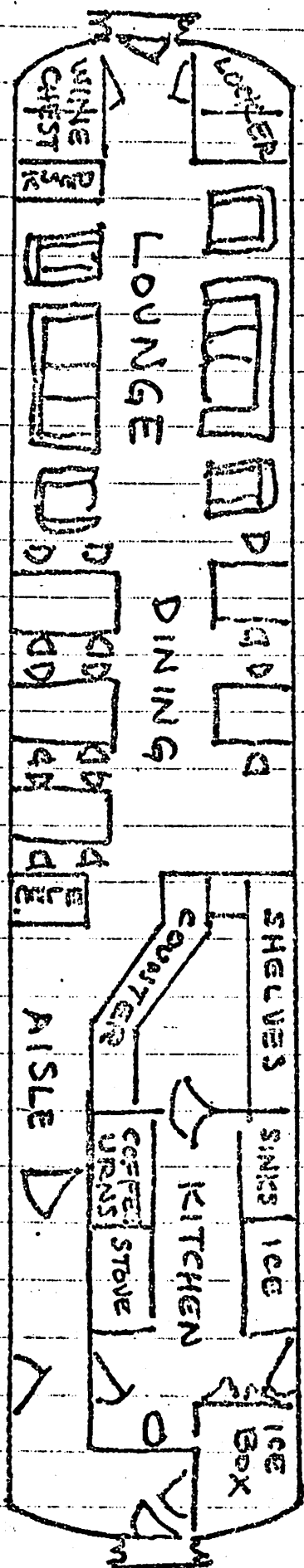
Cars are located in an open field approximately $\frac{1}{2}$ mile from the narrow guage depot, which is also the approximate end of standard track. The field would be about five acres and the surface is very hard except for the ditches that run parallel with the cars. One ditch was dug in the rear of the cars for water supply, one ditch was dug in front for sewer. The water ditch is pretty deep (about three feet) the sewer ditch is not too deep, (about eighteen inches) but has a plastic sewer pipe in it, with open wye's that were intended to be the connections to the cars. Part of this sewer line has been broken.

We have a weather report from the local Alamosa airport for the general area which would include Antonita.

The cars would have to be moved approximately $\frac{1}{2}$ mile, across a state highway and onto the Denver and Rio Grande Western line if we are to move them by rail, which at the time being, seems to be the logical way.

I offered Mr. McChesney \$7,500.00 for all three cars, subject to Board approval, and we would assume the responsibility of moving them, except that he is responsible for arrangements with the property owner. If the board approves, we are to pay him \$1,000.00 down immediately, the balance of \$6,500.00 payable in two years. During that time Mr. McChesney can have a stock option of all or a portion of the \$6,500.00. If in fact at the end of two years, the Creeper is unable to pay all of the \$6,500.00, then we are to pay interest on the investment equal to 2% above the current prime rate. Mr. McChesney accepted this offer, subject to receiving the \$1,000.00 within a week.

G. F. C. T. M. K. B. E. A. R. I. N. G.
 sealed 4/5/66
 62/69



BUFFET-LOUNGE CAR

FORMERLY UNION PACIFIC R.R.

CAR NO. 4051

(ORIGINALLY CAR #3616?)

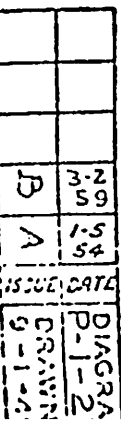
LAST USED ON "PORTLAND ROSE"

BUILT ABOUT 1925 ±

REBUILT U.P. R.R. 1964

התאחדות המורים והתלמידים

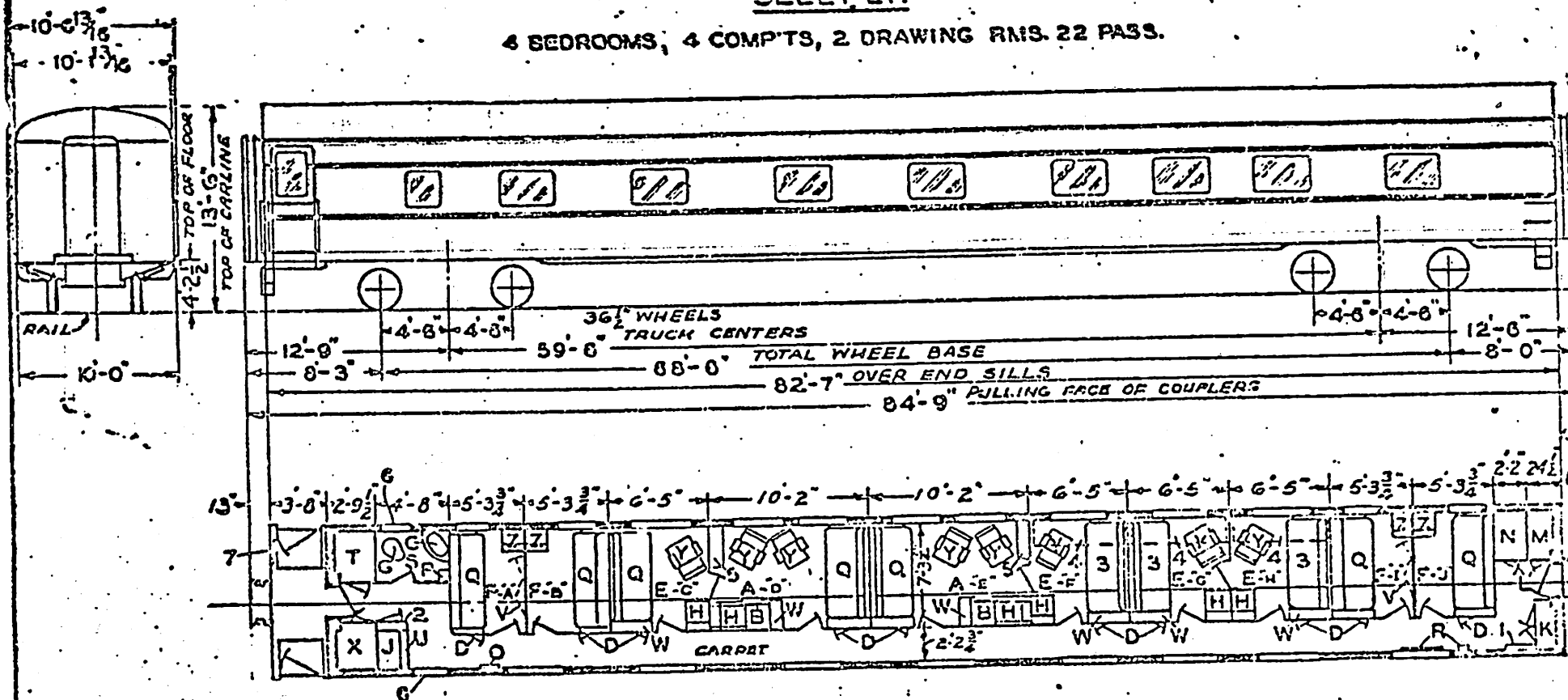
WIRE & CABLE DUCT



J.N.D.

SLEEPER

4 BEDROOMS, 4 COMPTS, 2 DRAWING RMS. 22 PASS.



- A - DRAWING ROOMS 'D' & 'E'
- B - SLIDING DOORS
- C - WASHSTAND
- D - SHOE LOCKERS
- E - COMPARTMENTS 'C', 'F', 'G' & 'H'
- F - BED ROOMS 'A', 'B', 'I' & 'J'
- G - HOPPER
- H - HOPPER & FOLDING WASHSTAND
- I - WATER COOLER
- J - ELECTRIC LOCKER
- K - EQUIPMENT LOCKER BELOW
- L - SOILED LINEN LOCKER
- M - CLEAN LINEN LOCKER
- N - ANNUNCIATOR
- O - SHELF
- P - SOFA WITH UPPER BERTH
- Q - WRECKING TOOLS & FIRE EXT.
- R - GENERAL TOILET
- S - COAT LOCKER
- T - PORTERS FOLDING SEAT
- U - FOLDING PARTITION
- V - WARDROBE
- W - BAGGAGE LOCKER
- X - CHAIR
- Y - TILTING HOPPER & FOLDING WASHSTAND
- Z - TILTING HOPPER & FOLDING WASHSTAND

- 1 - A.C. CONTROL PANEL
- 2 - LOCKER
- 3 - SOFA - LOWER BERTH
- 4 - UPPER BERTH
- 5 - FOLDING BED
- 6 - CAR NUMBERING SIGNS-ELECTRIC
- 7 - HAND BRAKE

CAR NAMES IMPERIAL SERIES TOTAL LT. WT.

BEACH	133600
BIRD	133500
CAPE	133400
FLOWER	133600
GATE	133100
HEUR	133300
LETTER	133400
PALM	133300
ROBE	133700
ROCK	133100
SANDS	133400

AXLES- 6' X 11"

STEAM HEAT-FLOOR & OVERHEAD
VAPOR CAR HEATING CO.
A.P. WATER SYSTEM

A.C. 1942 WAUKESHA-D
TIGHT LOCK COUPLERS.
DRAFT GEARS TWIN WAUGHMAT

BUILT P.S.C.M. CO. 1941
FLOOR PLAN 83-B-87 LOT 6868

UNION PACIFIC RAILROAD CO.
RESEARCH AND
MECHANICAL STANDARDS

		12-7	6-4	3-2	1-5	1-5	DIAGRAM
							P-9-3
		C	B	A	S	S	DRAWN
							9-1-49

Local Climatological Data

Annual Summary With Comparative Data

1974

ALAMOSA, COLORADO



Narrative Climatological Summary

Alamosa is located in the south-central part of Colorado and is near the center of the San Luis Valley which lies in a broad depression between mountain ranges converging to the north, and is the first of a series of basins along the Rio Grande River. The mountain ranges to the east reach altitudes over 14,000 feet and those to the west are between 13,000 and 14,000 feet. The length of the valley from north to south is over 80 miles, and its greatest width is about 50 miles. The valley floor ranges in altitude from 7,500 to near 8,000 feet and has a remarkably flat surface, except for a range of low hills across the southern portion. From the lowest areas which lie along an axis near the eastern border, the valley floor rises to the foothills, steeply to the east and more gently to the west, at first not more than 3 to 6 feet to the mile, but gradually increasing toward the margins of the valley.

The climate of the San Luis Valley is marked by cold winters and moderate summers, light precipitation, and much sunshine. At Alamosa about 80 percent of the annual precipitation occurs from April to October, most of it in the form of scattered light showers from thunderstorms that develop over the mountains and move into the valley during the afternoon. More than half of these thunderstorms occur during July and August. Hail frequently falls in some parts of the valley during their movement. Winter snows, which occur mainly in frequent light falls, average less than 40 inches a year, with occasional falls as early as September or as late as May. A good snow cover will remain on the ground for several weeks during the coldest months.

The average annual precipitation is below 10 inches throughout the valley, dropping to near 6 inches in the central part. All agriculture in the valley is therefore dependent on irrigation, using water supplied by the more abundant precipitation in the surrounding mountains. Summer grazing of cattle and sheep on nearby mountain ranges and smaller valleys is extensive.

The growing season averages about 90 days at Alamosa, increasing to over 100 days in the areas north and west of Alamosa. July and August are usually the only frost free months. A wide variety of vegetables, grains, and feed crops are grown locally, potatoes being the main commercial crop.

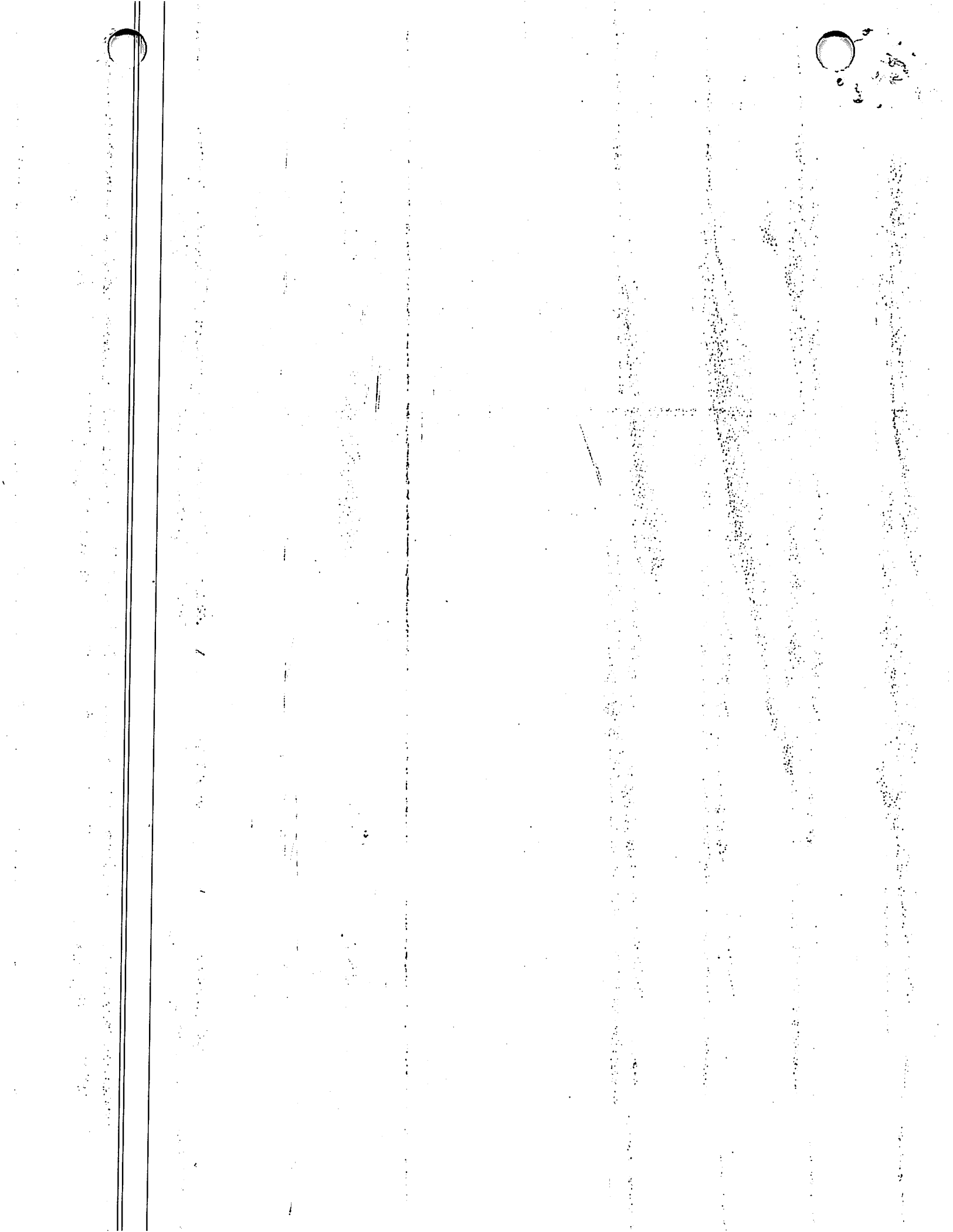
Summer is characterized by frequent days with maximum temperatures in the middle eighties and minima in the low forties. The highest temperature so far recorded was 93°. Relative humidity runs from an average of 76 percent in the early mornings to around 40 percent during the afternoons. The coolest ever recorded is 50° below zero. Winds are light during the coldest weather but are strong with occasional blowing dust during the spring and early summer months.

noaa

NATIONAL OCEANIC AND
ATMOSPHERIC ADMINISTRATION

ENVIRONMENTAL
DATA SERVICE

NATIONAL CLIMATIC CENTER
ASHEVILLE, N.C.



197

† DATA CORRECTED AFTER PUBLICATION OF THE MONTHLY REPORT.

Means and extremes above are from existing and comparable exposures. Annual extremes have been exceeded at other sites in the locality as follows. Maximum monthly precipitation 3.68 in August 1936.

Average Temperature

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
1935	25.0	26.4	33.0	41.7	47.0	59.4	63.6	63.5	53.9	43.7	30.5	21.2	42.4
1936	20.2	25.2	33.4	42.2	51.8	60.5	62.0	62.8	53.8	42.6	30.8	23.2	42.5
1937	12.9	22.7	31.4	41.4	51.6	57.3	64.1	64.2	57.5	45.6	32.9	24.2	42.2
1938	15.8	27.0	35.4	42.0	49.2	58.8	61.5	63.4	56.4	45.1	27.3	22.6	42.0
1939	11.2	8.2	31.2	44.6	52.9	59.0	63.9	61.4	58.4	43.5	32.4	22.6	40.8
1940	12.8	20.2	36.8	42.9	52.8	59.0	65.0	62.2	56.3	45.8	24.8	13.8	41.1
1941	8.1	17.6	32.1	39.4	52.8	56.2	62.0	61.4	54.6	44.2	31.5	20.8	40.1
1942	14.6	21.6	29.0	44.7	50.4	59.2	63.3	61.7	54.8	44.2	34.4	21.8	41.6
1943	19.0	27.1	32.7	46.2	51.3	58.8	63.3	63.2	53.6	40.9	28.2	9.4	41.2
1944	6.9	16.8	28.0	43.0	48.6	58.8	63.2	62.9	55.2	45.8	30.6	19.6	40.0
1945	18.4	27.8	31.3	37.8	51.0	56.0	63.9	64.1	53.0	42.7	28.0	16.4	40.9
1946	16.6	22.2	32.4	45.6	48.0	61.4	64.4	62.0	55.6	41.3	28.2	26.0	42.0
1947	18.4	26.2	31.6	39.3	52.1	57.6	64.8	62.4	56.2	45.7	25.8	15.0	41.3
1948	13.5	16.4	26.2	44.7	51.9	58.8	64.2	62.6	56.8	42.0	24.7	22.4	40.4
1949	14.4	21.0	33.8	41.8	50.4	59.0	65.6	61.4	56.6	41.8	24.6	19.4	41.7
1950	21.2	28.2	31.3	42.4	48.4	58.8	62.5	59.6	54.1	49.5	32.0	24.5	42.8
1951	21.2	24.2	31.2	40.2	50.9	57.3	67.1	63.6	54.7	42.8	25.7	18.9	41.5
1952	17.6	23.0	27.3	41.7	51.3	62.6	64.7	63.3	55.7	44.6	24.9	10.6	40.6
1953	24.5	23.2	33.5	39.4	46.7	62.4	66.0	61.8	55.0	43.9	30.5	15.2	41.9
1954	21.6	32.6	31.8	48.8	52.9	60.8	65.9	61.5	57.0	47.1	33.9	19.2	44.8
1955	17.7	17.5	31.3	39.3	49.1	59.1	64.3	64.3	55.6	44.2	30.1	24.8	41.4
1956	23.0	20.2	32.4	39.9	53.3	63.1	63.8	60.2	56.9	44.1	25.2	20.1	41.9
1957	22.2	32.2	32.9	39.9	47.1	59.8	65.1	62.9	53.5	43.6	21.7	19.9	41.7
1958	16.8	28.6	30.6	38.0	53.8	62.4	64.4	64.9	56.6	44.0	29.7	26.3	43.0
1959	17.2	23.1	30.1	41.4	50.7	62.3	64.5	64.6	54.0	42.8	30.5	24.0	42.0
1960	9.4	11.9	33.3	42.9	49.2	61.0	64.2	63.6	56.4	43.6	32.7	14.6	40.2
1961	12.9	25.2	32.6	40.6	51.6	60.6	63.8	63.5	53.0	42.8	28.7	11.9	40.6
1962	15.2	30.2	26.8	44.4	50.2	61.0	61.8	54.9	45.7	35.6	25.2	12.2	42.5
1963	12.5	21.9	32.3	42.3	53.4	58.7	66.5	63.7	57.8	46.9	31.0	18.4	42.3
1964	13.2	16.0	25.0	38.2	51.5	58.6	66.8	61.9	55.2	44.9	25.9	6.7	38.7
1965	10.6	18.4	28.1	41.8	49.1	57.5	65.0	60.7	53.2	45.2	34.8	22.4	41.1
1966	13.0	16.0	33.2	41.4	52.5	59.1	67.5	62.6	55.2	43.8	34.5	20.9	41.7
1967	18.9	23.0	37.2	41.8	48.7	57.6	65.2	60.7	54.3	42.4	32.5	11.6	41.2
1968	7.9	22.6	39.1	37.3	48.7	60.1	63.6	60.6	52.5	44.9	28.5	16.2	39.7
1969	24.0	23.9	27.9	33.2	53.2	56.8	64.4	64.9	55.9	38.6	30.3	15.6	42.0
1970	17.0	28.6	28.6	36.2	51.4	57.5	65.8	64.5	52.5	39.5	21.3	22.9	41.3
1971	19.1	22.3	31.1	40.1	47.3	59.2	63.8	63.0	52.7	42.2	28.1	15.8	40.4
1972	17.4	27.9	37.3	42.7	49.9	61.0	64.1	62.2	56.0	46.6	18.6	10.2	41.2
1973	5.6	16.2	31.6	36.2	50.2	59.0	63.4	62.1	53.4	44.3	33.5	20.7	39.7
1974	11.2	14.9	37.7	38.8	53.2	60.1	63.9	62.3	53.9	45.5	29.2	13.2	40.0
RECORD	16.6	22.7	31.3	41.0	50.6	59.7	64.8	62.4	55.0	44.1	29.3	18.5	41.3
MEAN	34.8	40.3	48.0	58.1	67.9	77.8	81.8	79.2	73.8	63.0	47.3	36.7	59.0
MAX	11.7	5.0	14.9	29.8	33.3	41.0	48.0	45.6	36.1	25.1	11.3	0.3	23.6
MIN													

Precipitation

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
1935	0.01	0.04	0.07	0.19	2.97	0.32	0.98	0.36	0.93	0.84	0.37	T	7.08
1936	0.08	0.13	0.13	0.28	0.16	1.38	1.00	3.68	1.08	0.69	0.00	0.03	9.17
1937	0.10	0.14	0.39	0.69	1.23	0.65	0.67	0.89	1.01	0.47	0.09	0.10	6.13
1938	0.63	0.31	0.11	1.82	0.44	1.08	1.06	2.68	1.20	0.24	0.13	11.04	
1939	0.81	0.23	0.11	0.34	0.24	0.23	2.12	0.44	0.32	0.25	0.03	0.25	5.57
1940	0.00	0.28	0.09	0.12	1.26	0.16	1.27	1.21	0.91	0.18	0.94	0.44	7.32
1941	0.39	0.04	0.92	1.10	1.12	0.87	1.31	0.41	2.14	1.80	0.04	0.39	10.74
1942	0.20	0.11	0.68	3.06	0.00	0.35	0.57	0.40	1.31	0.16	T	0.27	7.31
1943	0.05	0.27	0.16	0.02	0.64	0.26	1.44	1.79	0.19	0.26	0.51	1.27	6.85
1944	0.23	0.09	0.38	0.79	0.47	0.03	1.91	0.11	0.44	0.97	0.15	0.17	5.84
1945	0.34	0.21	0.09	0.93	0.36	0.16	0.44	0.56	0.21	0.68	0.01	0.06	4.05
1946	0.04	T	0.76	0.33	0.26	0.02	1.16	1.37	0.37	1.11	0.24	0.03	5.89
1947	0.20	0.10	0.27	1.60	0.99	0.59	1.30	1.62	0.77	0.89	0.07	0.79	9.08
1948	0.67	0.47	0.24	0.34	0.73	1.30	0.24	0.58	0.13	0.00	0.24	0.17	5.68
1949	0.33	0.31	0.12	0.34	1.02	0.49	1.08	1.35	0.98	0.31	T	0.33	
1950	0.03	0.19	0.20	0.08	0.04	1.13	0.60	1.00	0.55	0.19	T	0.11	4.12
1951	0.03	0.15	0.37	0.45	0.03	0.03	0.74	1.29	0.05	0.35	0.22	0.38	4.09
1952	0.67	0.12	0.07	1.55	1.01	0.13	1.19	0.94	1.28	0.02	0.63	0.15	7.76
1953	0.08	0.20	0.26	0.35	1.20	0.43	1.24	0.62	T	1.21	0.51	0.39	6.49
1954	0.28	T	0.06	0.32	0.78	0.03	1.77	1.03	0.88	0.19	0.09	0.13	5.56
1955	0.06	0.15	T	0.22	1.24	0.11	0.67	1.44	0.19	0.03	0.05	0.04	4.16
1956	0.58	0.06	0.19	0.58	0.19	0.16	0.19	1.18	T	0.18	0.09	T	3.40
1957	0.52	0.08	0.26	1.38	1.64	0.21	2.45	0.63	0.01	0.26	1.21	0.01	8.66
1958	0.30	0.15	0.32	0.81	0.38	0.20	0.72	0.72	0.48	0.63	0.26	0.02	5.01
1959	0.24	0.31	0.47	0.58	1.15	0.18	1.09	1.53	1.94	1.78	0.07	0.26	9.55
1960	0.33	0.36	0.10	0.39	0.15	0.65	0.55	0.71	0.26	1.28	0.29	0.58	5.85
1961	0.09	0.23	0.62	1.02	0.70	0.51	0.89	2.02	1.38	1.55	0.60	0.57	10.19
1962	0.08	0.21	1.16	0.11	0.15	0.52	0.49	0.22	0.81	0.32	0.52	0.15	4.74
1963	0.42	1.42	0.29	0.13	0.13	0.69	1.10	1.87	0.15	0.27	0.08	0.04	6.53
1964	0.24	0.27	0.41	0.22	0.50	0.39	0.91	0.73	1.04	T	0.80	1.52	7.07
1965	0.28	0.37	0.37	0.32	0.59	1.77	1.52	0.95	1.59	1.08	0.09	0.76	9.84
1966	0.28	0.23	0.11	0.15	0.30	0.72	0.78	1.42	0.03	0.49	0.10	0.35	4.96
1967	0.07	0.78	0.11	1.22	0.84	1.78	3.28	0.35	0.42	0.01	1.20	19.68	
1968	0.04	0.47	0.21	0.27	0.20	0.06	2.22	0.41	0.11	0.28	0.26	8.10	
1969	0.16	0.12	0.47	0.32	0.49	2.58	1.92	1.31	1.29	2.37	0.11	44.11	
1970	0.06	0.03	0.85	0.54	0.86	0.38	1.35	1.30	1.33	1.09	0.06	0.03	8.08
1971	0.15	0.26	0.03	0.33	1.07	0.08	2.59	1.21	1.45	0.71	0.44	0.45	8.77
1972	0.24	0.09	0.17	T	0.07	0.00	0.80	1.16	1.00	2.16	1.00	0.46	7.70
1973	0.16	0.17	1.47	0.41	1.85	0.69	1.09	0.65	1.04	0.64	0.11	0.19	8.39
1974	0.70	0.08	0.24	0.18	0.09	0.69	1.78	0.72	0.67	0.74	0.15	0.74	8.77
RECORD	0.25	0.26	0.35	0.48	0.66	0.96	1.22	1.21	0.72	0.72	0.29	0.35	7.07
MEAN													

* Indicates a station move or relocation of instruments. See Station location table.

Record mean values above are means through the current year for the period beginning in 1946. Data are from Cooperative locations through January 1945 and from Airport locations thereafter.

Heating Degree Days

ALAMOSA, CO

Season	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
#1934-35	23	114	232	547	927	1417	1458	1325	1039	764	484	202	8532
1935-36	41	35	274	640	1040	1239	1295	1293	1002	742	354	62	8017
1936-37	38	143	236	641	1185	1384	1316	910	990	771	549	161	8324
1937-38	21	72	339	655	1291	1393	1490	1012	1060	801	341	80	8535
1938-39	33	37	245	643	1053	1193	1475	1167	1077	703	437	91	8154
1939-40	29	51	325	680	1028	1265	1719	1533	968	573	484	124	8863
1940-41	41	56	254	657	964	1554	1607	1106	996	728	407	120	8490
1941-42	57	53	354	680	1080	1644	1539	969	1178	614	452	182	8802
1942-43	67	101	299	591	938	1228	1625	1205	1011	673	393	186	8277
1943-44	11	53	209	493	1014	1437	1601	1413	1234	800	412	180	8657
1944-45	8	107	289	621	1166	1807	1495	1299	1136	689	484	219	9320
1945-46	31	128	348	607	899	1316	1604	1364	983	700	383	171	8534
1946-47	8	86	286	651	910	1362	1243	1172	855	690	498	217	8156
1947-48	23	135	313	663	990	1651	1768	1227	975	823	499	147	8748
1948-49	49	136	315	616	1087	1509	1263	1155	1146	666	361	240	8576
1949-50	9	25	295	612	1036	1402	1485	1013	1123	857	414	236	8707
1950-51	11	40	368	783	1002	1298	1471	1188	1042	738	543	170	8600
1951-52	64	63	361	698	1098	1518	1467	1071	855	666	462	111	8434
1952-53	55	97	267	561	1384	1995	1839	1360	1028	559	449	188	9782
1953-54	74	91	342	633	937	1366	1662	1394	839	778	339	173	8648
1954-55	41	170	339	595	1067	1601							

STATION LOCATION

ALAMOSA, COLORADO

Location	Occupied from	Occupied to	Airline distance and direction from previous location	Latitude North	Longitude West	Elevation above										Remarks	
						Sea level	Ground								Sea level		
							Ground at temperature site	Wind instruments	Extreme thermometers	Psychrometer	Telepsychrometer	Tipping bucket rain gage	Weighing rain gage	8" rain gage			Hygrothermometer
<u>COOPERATIVE</u>																	
1/2 mile SW Post Office	9/01/91	4/30/92		37° 27'	105° 52'	7546		5						3			
2 blocks W Post Office	4/15/06	5/31/07	3/8 mi. NW	37° 28'	105° 52'	7531		5						3			
1-1/2 blocks SW P. O.	6/01/07	1/31/08	2 blocks S	37° 28'	105° 52'	7531		5						3			
1 mile W Post Office	4/01/32	12/01/49	7/8 mi. NW	37° 28'	105° 53'	7531		5						3			
<u>AIRPORT</u>																	
Alamosa Airport	1/14/45	10/20/54	2-1/2 mi. SE	37° 26'	105° 51'	7534	33	5	5			4	3				
Alamosa Airport	10/20/54	Present	1/2 mi. W	37° 27'	105° 52'	7536	a33	5	5			4	4				a - 25 feet to 10/20/59.

Requests for additional climatic information should be addressed to: Director, National Climatic Center, Federal Building, Asheville, N. C. 28801

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